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COUNTRY East Germany REPORT NO. [redacted]

TOPIC Wittstock Airfield

EVALUATION see below PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT 10 February to 18 April 1953

DATE OBTAINED [redacted] DATE PREPARED 13 May 1953

REFERENCES 25X1

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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[redacted]

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1. Air activity observed at Wittstock airfield from 10 February to 6 April 1953 included:

10 February. A jet fighter took off in the morning.

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11 February. [redacted] there was air activity by jet fighters fitted with auxiliary fuel tanks. Weather was overcast.

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27 February. [redacted] two jet fighters fitted with auxiliary fuel tanks flew over Wittstock. [redacted] MiG-15s, some of them towing an air sleeve, were repeatedly observed over Wittstock.

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13 March. There was almost continuous air activity at the field from [redacted]

26 March. There was air activity throughout the day. In the morning, MiG-15 or type-29 aircraft fitted with auxiliary fuel tanks left the field toward the Gadow-Rossow training area. [redacted]

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2 April. Night flying was practiced [redacted] Upon the firing of red ground signals, a plane would take off.

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6 April. There was air activity [redacted]

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2. Six AA guns continued to be emplaced at the western edge of the field. The AAA emplacement north of these guns could not be seen. ²

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3. [redacted] the commissary at Wittstock airfield that this commissary was allegedly scheduled to be closed. After 1 March, the tailor shop attached to the commissary moved to the two buildings item No 19. Source did not know where the Soviet unit previously located there had moved. ³

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- 4. In connection with Red Army Day, Wittstock was patrolled in the evening by Soviet soldiers and German police. [redacted] on 22 March, wreaths were deposited by the Soviets and Germans on all the graves of Soviet soldiers in the town. From 22 February to 23 February, guards of honor consisting of two officers, two EM and two FdJ members were observed at all the graves.

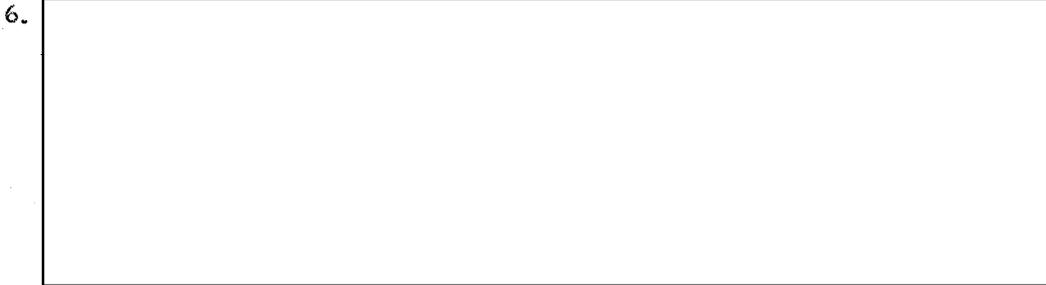
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- 5. On 27 February, [redacted] a wooden shed covered with earth large enough to house a truck about 50 meters south of the northeastern corner of the sports grounds. A truck and two soldiers armed with carbines were standing in front of the shed.

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- 7. Air activity observed at the field from 26 February to 8 April included:

26 February. There was air activity by MiG-15s. Weather was 2/10 overcast.

26 to 27 February. Night flying began [redacted] The two sides of the runway were lighted. Except for three red lamps seen on the flight control station no obstacle lights were burning in the vicinity of the field.

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27 February. Air activity was conducted [redacted] as on the preceding day.

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28 February. There was air activity [redacted] served six MiG-15s practicing air-to-ground firing.

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1 March. Individual take-offs and landings were observed [redacted] in fair weather. A jet fighter towing an air sleeve was repeatedly seen aloft.

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11 March. [redacted] MiG-15 and type-29 planes were seen flying individually or in groups of three. Air activity continued in the afternoon.

12 March. There was air activity in the afternoon in fair weather. About [redacted] a twin-engine plane landed at the field. It took off again on the following day.

13 March. There was air activity by MiG-15 and type-29 planes throughout the day.

14 March. There was intermittent air activity throughout the day.

16 March. In the morning, air-to-ground firing was practiced. After firing, the planes involved would climb steeply. Night flying was practiced by individual planes.

17 March. There was air activity [redacted]

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18 March. There was formation flying in groups of two by MiG-15 and type-29 planes. Night flying was practiced [redacted] Weather was fair.

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19 March. There was air activity in fair weather. [redacted]

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21 March. Air activity was observed [redacted]

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23 March. Formation flying in groups of two was observed in fair weather.

24 March. Day and night flying was conducted in fair weather.

25 and 26 March. There was air activity by jet fighters in the noon hours. Weather was fair.

27 March. MiG-15s were observed flying throughout the day. Weather was 5/10 overcast, visibility good.

30 March through 5 April. Flying was practiced daily.

6 April. Air activity was started [redacted] Weather was 2/10 overcast.

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[redacted] 13 tank trucks, eight of them with trailers, and six personnel carriers occupied by soldiers proceeded to the airfield. From 12 to 15 planes were seen aloft at this time. When they landed, they were parked in aircraft revetments.

7 April. [redacted] 12 planes took off. Their landing at the field was not observed. Weather was 2/10 overcast. [redacted] the 13 tank trucks, the personnel carriers and a radio truck respectively left the field toward Roebel. [redacted]

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8 April. [redacted] jet fighters were observed making approaches at ground targets. Weather was 2/10 overcast, visibility good. ¹

8. Aiming was continuously practiced at the emplacement of six AA guns at the western edge of the field. ² South of the exit of Berlinchen, source observed a radio installation consisting of two masts and a stone building measuring 3 x 4 meters. Cables extended from the building to the airfield. ⁴

9. Air activity observed at the field from 14 March to 18 April included:

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14 March. Twelve and 18 MiG-15s were observed at the field [redacted] respectively. Six additional planes were parked between the eastern end of the runway and the hangars. There was air activity in the afternoon. At [redacted] two MiG-15s coming in for a landing.

8 to 25 March. There was heavy air activity on every day. On some days night flying was also practiced. Weather was mostly fair. [redacted] on 23 March, source observed 18 MiG-15s at the field including eight parked at the eastern end of the runway. [redacted]

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[redacted] on 25 March, 23 aircraft and a multi-engine plane were observed. Eight MiG-15s were again parked at the eastern end of the runway. [redacted] six MiG-15s crossed Wittstock.

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31 March. [redacted] individual MiG-15s practiced flying. Weather was 3/10 overcast. Night flying was conducted [redacted]

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1 April. Flying followed the pattern observed on the preceding day.

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2 April. There was individual flying and flying in formations of two throughout the day. Weather was 3/10 overcast. Night flying was practiced

3 April. Local training flights were made

6 April. flying in formations of two and four was practiced. Weather was 2/10 overcast at about 1,500 meters. Night flying was practiced in fair weather.

7 April. Individual MiG-15s were seen aloft. Weather was 5/10 overcast.

8 April. A total of 25 MiG-15s were observed at the field. Additional aircraft were available but could not be observed.

9 April. the noise of flying aircraft was heard, but no planes could be observed aloft. Weather was overcast at 500 to 600 meters, visibility was limited by haze.

13 to 18 April. There was daily flying in groups of two and four. Once a squadron javelin formation was seen. ¹

10. On 14 March, source observed a radio installation with two masts about 300 meters south of the road fork south of Berlinchen. The first mast of the installation was about 20 meters east of the Wittstock-Berlinchen road. The two masts were about 100 meters apart and interconnected by a three-wire antenna, with a feed-in extending from the middle wire. A three-wire telephone line extended from the radio installation toward the east side of the field. ⁴
11. On 14 and 23 March, source observed AA guns guarded by a sentry in the southwestern corner of the field. On 23 March, 10 to 15 soldiers were doing physical exercise at the AAA emplacement. ²

1. Comment. The Headquarters of the Northern Fighter Corps and a fighter regiment are stationed at Wittstock airfield. Air activity observed followed the usual pattern. As at other East German airfields, the use of MiG-15s as target tow planes was frequently observed. aircraft observed on 7 April 1953, belong to a unit stationed in Laerz. The planes probably had moved to Wittstock for an exercise. The convoy of tank cars observed on 6 and 7 April probably was also involved in this exercise. It appears as if the entire fuel for the planes from Laerz had to be shipped from Laerz to Wittstock.

2. Comment. Only a battery of 6 x 37-mm AA guns is at present emplaced at the field.

3. Comment. This building in the western portion of the field previously quartered an MVD agency.

4. Comment. This modern radio installation with a three-wire antenna replaced a low frequency approach beacon. It is believed that also the new radio installation serves air traffic safety control, because it is located in the approach lane of the field.

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